JUNEAU

NUNOS NORTH

LEGEND

Airports having Control Towers are shown in Blue; all others in Magenta. Consult Supplement charts for details involving airport lighting, operations, fees, and services. For additional airport information see the Directory section in the front.

AIRPORTS

- Other than hard-surfaced runway — Seaplane Base
- Hard-surfaced runway less than 8,000 ft. — Heliport
- Hard-surfaced runways 1500 ft. to 8000 ft. in length
- Hard-surfaced runways greater than 8000 ft. or some multiple runways less than 8000 ft.
- Open dot (RPM) Hard-surfaced runway; Open dot (RPM) Other than hard-surfaced runway (CHUNK) or (GRVL) location.

Airports with Control Towers are shown in blue; those without, in magenta. Airports with scheduled service are shown in bold type. Military airports are shown in blue. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt) — Abandoned
- Military — Other than hard-surfaced, all military airports are identified by abbreviations (AFB, NAS, etc.)
- Landmark — Obstruction — Lighted Obstruction — Navigational Aid — Lighted Navigational Aid — Rotating Beacon — Airport Traffic Service (ATS) — Weather Reporting Station
- Runway Length: 8000 ft. or greater; 4000 ft. to 7999 ft.; Less than 4000 ft.

Runway length data is shown for hard-surfaced runways only. Runway length data for airports in Alaska depicted for use of FAA aircraft basic all-turn speeds. Runway length data for airports in Canada, Mexico, and the Caribbean is from Supplement charts for service available to all aircraft. Hard-surfaced runways greater than 8,000 ft.

Airport Beacon: White-green lights identify lighted civil airports or heliports. Alternating white-yellow lights identify lighted water airports. Two quick white flashes between green flashes identify lighted military airports.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reported airspace effective below 5,500 ft. MSL are shown on this chart.

- Class A Airspace
- Class C Airspace (Mode C veo FAR 91.215(b&c))
- Class D Airspace
- Ceiling of Class D Airspace is 2,500 ft. above the surface unless otherwise indicated; e.g. at top of Class D Airspace
- Class E (Uncontrolled) Airspace
- Class E Airspace with floor 700 ft. above surface
- Class E Airspace with floor 1200 ft. above surface and that part above Class B Airspace
- Class E Airspace above 14,500 MSL
- Class E Airspace greater than 4500 MSL
- Class E Airspace above 1200 MSL unless otherwise designated as shown above.
- Class E Airspace for altitude Federal Airways. Airways are centered on navigation aids. Airways are depicted by boundaries.
- Class E Airspace for Offshore Airspace Areas
- Class E Airspace for altitude RNAV Routes
- Class E Airspace for Canadian MNPS Airspace
- RNAV waypoint and name
- Prohibited, Restricted, and Warning Areas, Military Operations Areas, and Restricted Areas
- Alert Area and MOA
- Special Use Airspace Area
- Special Airport Traffic Area (See FAR 93 for details)
- Parachute Jumping Area
- Published Aerobatic Practice Area
- MODE C Veo FAR 91.215(b&c)
- National Security Area
- Glider Operations Area (GAGA)
- MTR - Military Training Routes

COMMUNICATION BOXES

- 122.1R 122.6 — ANCHORAGE RADIO — 1200-0400Z TWEB
- 122.1R — Limited Remote Communications Outlet (LRCO)
- 122.6 — Remote Communications Outlet (RCO)
- 122.1R — Flight Service Station (FSS)
- 122.2T — Transcribed Weather Broadcast (TWEB)
- 122.2 — Emergency Use Only
- 122.2T — Emergency Use Only TWEB
- 122.2 — Limited Remote Communications Outlet (LRCO)
- 122.2T — Limited Remote Communications Outlet (LRCO) TWEB
- 122.2 — Remote Communications Outlet (RCO)
- 122.2T — Remote Communications Outlet (RCO) TWEB
- 122.2 — Unicom
- 122.2T — Unicom TWEB
- 122.2 — Multicom
- 122.2T — Multicom TWEB
- 122.2 — Aeronautical Advisory Station (AA)
- 122.2T — Aeronautical Advisory Station (AA) TWEB
- 122.2 — Aeronautical Advisory Station (AA) Limited Remote Communications Outlet (LRCO)
- 122.2T — Aeronautical Advisory Station (AA) Limited Remote Communications Outlet (LRCO) TWEB

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Non-Directional Radiobeacon (NDB)
- NDB - DME
- Tacan facility, i.e., FSS facility, 000, 40 UHF line Guard 243.0 MHz, etc.

OBSTRUCTIONS

- 1000 ft. and higher AGL / below 1000 ft. AGL
- Group
- Obstruction with high-intensity lights, may operate part-time. (Dashed lines indicate obstruction near but not at or above ground level)
- Obstruction with high-intensity lights, may operate part-time. Elevation of highest vertical extent above mean sea level
- Obstruction with high-intensity lights, may operate part-time. Elevation of highest vertical extent above ground level

NOTICE: Consult Supplement charts for additional obstruction information.

MISCELLANEOUS

- Magnetic Low (MAG VALUE)
- Straight Course
- Turning Course
- Radio Beam Activity
- Flyway
- Airport Light
- Other Operations
- Parachute Jumping Area (See FAR 105 for details)
- MIRL Magnetic Line Supplement Airport for latitude/longitude.

TOPOGRAPHIC INFORMATION

- Roads & Road Numbers
- Railroad
- Power Transmission Line
- Aerial Cable
- Lighthouse, Beacon, Lighted Aid, Buoy, Marker, etc.
- Outdoor Theater
- Landmark Tower
- Lookout Tower, Tower of Travel
- Coast Guard Station
- Race Track
- Tank - water, oil or gas
- Mine or Quarry
- Mine in Quarry
- Mountain Pass
- Elevation of Pond (Pond symbol does not indicate a recommended route or direction of flight. Pond landings may require recommended clearance altitude. Hazardous flight conditions may exist due to surface obstructions)

Ridges and Mountains

JUNEAU

NUNOS NORTH

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 57°20' and 62°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

50TH EDITION EFFECTIVE 0901Z 8 APR 2010
TO 0901Z 7 APR 2011

Includes airspace amendments effective 8 APR 2010
and all other aeronautical data received by 11 FEB 2010

Information on this chart is current to the publication date shown above. Publication every 56 days in the SUPPLEMENT ALASKA Chart Bulletin section online at www.naco.faa.gov. Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS. APPROVED BY: DEPARTMENT OF DEFENSE / FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 1000 feet
Intermediate contours shown at 500 feet
Auxiliary contours shown at 250 feet interval
SPOT ELEVATION ▲ 5000
HIGHEST TERRAIN elevation is 15300 feet located at 58°24'N - 137°31'W
Spot elevation 4054
Approximate elevation . . . . . ± 5000
Doubtful locations are indicated by omission of the point locator (dot or "+").

15300 GLACIER 10000 9000 8000 7000 6000 5000 4000 3000 2000 1000 SEA LEVEL

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DTI 10098

JUNEAU
SCALE 1:250,000

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, antennas, or obstacles which may be encountered below reasonable and safe altitudes.

Although longitude lines show a relatively smooth distribution of the meridians, there are considerable variations in the angular relationship at ground level and in the air at various places within the limits of this chart.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude shown between the north and south sides of each sectional/VFR chart. To plot a direct route between two points on the north and south sides of the chart, STEP 1 = Draw a temporary line on the chart, one end on each side of the chart, that connects the proper points between each pair of corresponding numbers. (Figure 1) STEP 2 = Select a point on the left side of the chart that is the most convenient distance from the left edge, right of where your line crosses. (Figure 2) STEP 3 = Decide which side of the chart has the most room for plotting your route between the two points. On that side, run a heavy pencil line from the point you selected in Step 2 to the point where your temporary line crosses the edge of the chart. (Figure 3) STEP 4 = Using the edge of your plotting sheet, find a side edge or plotting instrument with its right edge parallel to the heavy pencil line you drew in Step 3. Place the edge of your plotting sheet against the heavy pencil line. (Figure 4) STEP 5 = Without moving the paper, on the same side of the chart as the heavy pencil line, mark the exact location of the paper where it meets the edge of the chart. Mark this point LINE A. (Figure 5) STEP 6 = Turn the chart over and continue the end of LINE A to the other side of the chart and extend it straight to the MATCH LINE. (Figure 6) STEP 7 = Place your plotting sheet with LINE A on the MATCH LINE and align the edge with the two points. Slide along the MATCH LINE until side edge lines up with your destination point on the other side of the chart. (Figure 7) STEP 8 = Draw LINE B to the destination point. (Figure 8) STEP 9 = Where your pilot line crosses the MATCH LINE, make a NOMIN C. Extend a line straight from LINE A through NOMIN C. (Figure 9) STEP 10 = Turn the chart back over and transfer NOMIN C to that side and extend it to the MATCH LINE. Place a line from NOMIN C to the destination. (Figure 10)

FAA air traffic service contacts U.S. airspace in accordance in accordance with Article 12 and Annex 11 of ICAO Standards and Recommended Practices applicable to state aircraft but compliance with such measures are not practicable or exchanged.

ALASKA MARITIME NATIONAL WILDLIFE REFUGE INCLUDES ISLANDS, ROCKS, REEFS, AND SPITS AS SPECIFIED IN THE ALASKA NATIONAL INTEREST LANDS CONSERVATION ACT.

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
METERS (Thousands)	0		0.3		0.6		0.9		1.2		1.5		1.8		2.1		2.4		2.7		3.0		3.3		3.6		3.9		4.2		4.5		4.8		5.1		5.4		5.7		6.0		6.3		6.6		6.9		7.2		7.5		7.8		8.1		8.4		8.7		9.0		9.3		9.6		9.9

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

— NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES —

Aircraft not in contact with air traffic control should monitor the following radio frequencies: VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review FAR Part 99 and the Emergency Procedures section of the AIM. Whether you intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the intercept or visual (ICAO) signals. Be advised that non-compliance may result in the use of force.

— REPORTING CHART ERRORS —

You are requested to inform us of any errors or conditions that come to your attention while using this chart. Telephone toll free at 1-800-626-0571, or email us at b-AAC.chartcorrection@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov/content/aeronav/faqs.asp. Please be as specific as you can be in describing errors, omissions, or questionable data. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: Manager, Aeronautical Charting Group, ATO-W, 6500 S. MacArthur Blvd., 1305 East West Highway, Silver Spring, MD 20910-3281.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF), which are the highest known elevations in each quadrangle formed by the lines of latitude and longitude as represented in TWO-MINUTE and HUNDREDS of feet above mean sea level. The MEF is based on information available at the time of publication. Due to the inherent hazard to aircraft operations, including terrain and obstructions (trees, towers, antennas, etc.), 1000 East West Highway, Silver Spring, MD 20910-3281.

Example: 12,500 feet 12 5

— REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS —

CAUTION: Before landing Based wing-aircraft on the lands or waters within the boundaries of lands administered by the National Park Service, U.S. Fish and Wildlife Service, or U.S. Forest Service, the pilot must obtain permission from the agencies the are, because that may be in effect. The landing of helicopters is prohibited on the lands and waters within the boundaries of the lands administered by the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas. Violation of these regulations may result in a fine of not more than $5,000 or imprisonment for not more than 6 months, or both. For contact information for all these areas in Alaska, see Supplement Alaska (Area Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, and USFS within the following areas: Mt. McKinley National Park, Katmai, Lake Clark, Gates of the Arctic National Parks (Park Hotel Sensitive Areas) , defines the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1). 50 CFR Part 18). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Kenai National Wildlife Refuge - (907) 260-2821
Kodiak National Wildlife Refuge - (907) 487-2600
Wrangell - St. Elias National Park and Preserve - (907) 822-5234
Fish and Wildlife Service Areas:
Includes: Admiralty Island National Monument, Kuiu Wilderness, Tebenkof Bay Wilderness, Chuck River Wilderness, Maurelle Island Wilderness, Tracy Arm Fords Terror Wilderness, Coronation Island Wilderness, Petersburg Creek-Duncan Salt Chuck Wilderness, Misty Fiords National Monument, Wrangell Islands Wilderness, Petersburg Creek-Duncan Salt Chuck Wilderness, Misty Fiords National Monument, Pleasant Lake/Karta River Wilderness, Stikine-Leconte Wilderness, Baht Chickagof Tebenkof Wilderness, Karta River Wilderness, South Etolin Wilderness, Young Lake Wilderness, Kootznoowoo Wilderness, and South Prince of Wales Wilderness.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Charting Office
Distribution Division, ATO-W
1305 East West Highway
Silver Spts, MD 20706-9710
Online at www.naco.faa.gov
E-mail: 9-AMC-NACO-Publications@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
Contact your Preferred Aid Chart Agent

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CONTROL TOWER FREQUENCIES ON JUNEAU SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters (C) followed by the primary VHF local control frequency (ex). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequency is shown in bold. If (ctaf) indicates the part time tower frequency is reported to a unicom/multicom frequency. If (ctaf) indicates the part time tower frequency is reported to a UHF frequency. Consult the Airport/Facility Directory and Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart as primary arrival VHF/UHF frequencies. Some ATIS frequencies may be UHF frequencies and may differ from tower operational hours.
ASR and/or TAR indicate Radar Instrument Approach available.

CONTROL TOWER	OPERATION	TWR FREQ	ATIS	ASR/TAR
JUNEAU INTL	0600-2200 LCL/1400-0600 UTC	118.3 (ctaf)	123.9	ASR/TAR
JUNEAU DOUGLAS ISLAND	0600-2200 LCL/1400-0600 UTC	118.3 (ctaf)	123.9	

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designation are charted. Route width is 5 nm either side of centerline.

Since these routes are subject to change every 56 days, and the charts are reissued every 8 to 12 months, you are cautioned and advised to contact the appropriate FAA facility for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment will be indicated in the Associated Data Section of the Supplement Alaska.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (DOD USERS, SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES

JUNEAU

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